#### RAILROADS. LOCAL TIME TABLE.

	LOCAL THE TABLE
	TEXAS AND PACIFIC
Arriva.	TASTROUND. LORVO.
	No. 4 daily 6:40 p. m. No. 6 daily 5:20 a. m. No. 8 daily 5:00 p. m.
	No. 10 daily
P. 30 D. T.	No. 1 daily 9:65 a. m
3 2 1 2 1 E 11	No. 5 daily
2/15	SOURL HANSAS AND TEXAS.
Arrive 6:40 a tr	NORTHBOUND. Leave. No. 2 daily
6:15 p. m 8:45 a. n	No. 1 daily 8:10 p. m 8:06 a. m.
	TRANSCONTINENTAL
Arrive	

ATTIVE	NOSCHBOUND.	Lieave
		S:45 a. 11
	No Midally	2:40 E. III
^	SOUTHBOUND.	
miles on the	No. Strially	
(2 d) to the	No. 200 (100 h)	
11 (40 p. 11)	No. Widnily Pacific trains Nos. 8	tord fortestor
19495 905	Lacing Hanne Age :	A classic Laffor
MI TARMEN	ns, T. C. Junction,	Athaneal School
ron: Marsh	all, Longview Juneti	on, But Samue
Maneola. V	Vills Point, Terrell,	Eust Danas.
Dallas and	Fort Worth.	
	Control Control	
	T WORTH AND DE	20000000
FOR	T-WORTH AND DE	NVER
Arrive		Leave
6:20 tr. tr.	No. I daily	24124

Arrive		Leave
6:00 p. m	No. 1 daily	9 30 a m.
и.се а. п.	No. 4 daily	4:40 p. m
	LORADO AND SE	
	NORTHBOUNDA	
11:95 a. m	No Bully	11.45 m.
	No locally No locally	
\$155 n. mi	No. 1 daily.	Billo a. m.
\$ 36 p. m	No 1 daily	2:05 p. m
TOTAL W	ORTH AND RIO C	PANTE
Arrive		Leave
Marcon.	When Millert	
ecomo all	Fort Worth	
TORT WO	PTH AND NEW O	BLEANS
1		18 10 10 10

ST. LOUIS SOUTHWESTERN

7:10 p u ... Memph Express... 8:20 p m WEATHERFORD, MINERAL WELLS AND The trains of this line make direct connection with the Texas and Fucilic railway trains Nos. 3.4 band fout Weatherford Iraving Fort Wortlerin Texas and Pacific tallway) and arriving at Mirecal Velle as indoor.

## TABLE OF DISTANCES

The following table shows the distances from Fort Worth of some of the important points in as well us outside of Texas: MISSOUPL KANSAS AND TEXAS.

	Ne	irth.
Chicage via Unni St. L. via Sedaria Hanibal Wagomer	674 674 985	Chicago via St. L 1000 Haneas City 507 Vinita 318 McAlister 102 Whiteshere 25 Denion 25
		uth
Alvarado Waco Bellon Bastrop La Grange San Antonio Corone Curical	178 197 251 279	Hillsboro 15 Temple 123

Eastern	Division.
Miles   Mile	Marsail 173 Jefferson 984 Atlanta, 292 Shreveport 200 New Orleans 563
Rio Grand	e Division.
Weatherford 51 Gordon 79	

TEXAS AND PACIFIC.

Clara Balrd Abuene Sweetwater	115 140 161	Sierra Blanc El Paso	40 6 62
Transco	ntine	ental Division.	
3	Liles		3511
Denten.	275	Paris	
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Sherman			

Honey tirove	116 Texarkana 24
COTTO	N BELT ROUTE.
Dominorce Sulphin Springs.	TSS Chiro

GULF	, COLOR	400	AND	SANTA	FE
		Sou			
Cieburne	N	III es	(2)	m	λ
C. LOUITHE		307	( ( TEXT   C.)	171	

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	No	rth.	
Guine-ville Ardmore Purcell		Wichita, F Kansas Ci	Miles ty 603
FORT WOR	TH AN	D DENVE	R CITY.
	Miller		Miles
Decatur	34	Childress.	
Somert		Sailsburg.	246
Believie		Clarendon.	277
Hennetta			290
Wichita Falls .			
Beaver			
Harrold			402
Vernon			679
Otratiah	191	Denver	803
FORT WOR	TH. A	NO RIO C	RANDE.
	Miles		Miles
Granbury	40	Dublin	
Stephenville	70	Comanche.	. 119

HOUSTON AND TEXAS CENTRAL. Miles 41 Calvert..... eraxahachie 76 Hearne. 106 106 Bryan 185 117 Natasota 214 133 Henpstead 234 144 Houston 285 Groeebneck Bremond

Charged With a Killing.

Correspondence of the Gazette, Bruton Beta County, Tex., July 18.-ten Hassett and D. L. Harris were brough in and loaged in jall yesterday, charged with killing a Mr. Dogan, at Temple, last Saturday night.

Eureka Springs, Ark. This famous health and pleasure resort offers to the people of Texas advantages usugualed by any other in America. It is somer reached, it costs less to get there, when there you can get better accommodations for less money. It contains more of the essentials for health and comfort, viz.: a high elevation, pure air, unrivated medi-inal waters, cool and refreshing breezes, a mosquitoes, and withal grand and beautifu The Crescent hotel has no sup rior in the United States. For descriptive pamphlet, apply to Manager Crescent hotel

Euroka Springs, Ark. Excursion to Sulphur Springs July 21 and 22, The Cotton Best will sell tickets to Sur-phur Springs on account reunion Eleventh Texas cavalry on above dates at rate of 4 cents per mile round trip. Tickets good for return until July 24. G. W. Barnhart, Agent.

401 Main Street. REMEMBER.

as you lay plans to increase your business that THE GAZETTE is read by 30,000 people every day. It goes into THE HOMES.

## WILL LEEDS RETURN?

The Advisory Board Is Now in Session.

## THE SAME WORMY CHESTNUT.

The Alton Tells What It Won't Do-Mistaken Economy in Railroading-As to Traffic - On the Rio Grande. Notes of Interest.

#### On the Rio Grande.

On the Rio Grande.

Now that the Brownwood extension of the Fort Worth and Rio Grande is nearing completion, people naturally begin to inquire as to the character of the section of country penetrated by the line.

This road penetrates what has justly been styled the garden spot of Texas, and this year the crops are simply marvelous. It is for this reason that such expedition has been made in the construction of this new extension; the aim being to get the

new extension; the aim being to get the road open, if possible, in time for the move-ment of the crops, and this has been done. This line opens a section of very fertile country, which is rendered directly tributary to Fort Worth, and which will be productive of a vast traffic from the day the road is first opened for business.

When the track has been floroughly ballasted and opened for traffic an excursion will be run from Fort Worth to Brownwood. to after Fort Worth people an opportunity to mase the acquaintance of their South-western neighbors 150 miles away.

## MISTAKEN ECONOMY.

#### Where the Sagacity of Sidney Dillon is Being Shown

When the pressure of hard times began when the pressure of hard times began to be felt, and possible receiverships be-gan to stare many. Western roads in the face, an effort to recoup was made by re-ducing the force of shopmen. While it was a many cases, for a few weeks only, the result was a vastly improved showing on the reports of quarterly carriags, and as soon as the reports went in the work was

Now the loss of time and work is begin ning to make itself felt. Many reads have kept their car and locomotive shops run-ning on full time, and their cars and en-gues are now in good condition for the fall work. Other reads, which reduced their forces, are now compelled to work over-time and the result is they are in serious duage of being handicapped by lack of serviceable redling stock to move the crops. When Sidney Dillon made uts inspection to ur over the Union Pacific be found many for ever the Union Facine be tound many if the snops temporarily shut down, and as they gave orders that they should be kept a foll time. The result is the Union Pacific able to successfully cope with the demand or cars which will come within the next

Already many of the Southern lines are beginning to beg, borrow and sign all the cars they can secure, and the advance wave cars they can secure, and the advance wave of the coming car parts is almost upon us. The result is that many roads row realize that the reducing of their shop forces was mistaken economy, and though while satisfactory as a temporary expedient, the result is likely to be a loss of revenue for the want of sufficient cars, that will be greatly in excess of the saxing made in May and June. It is probable that the roads will soon come to the conclusion it is better to keep their more employed than to reduce force, and then when a pressure is put upon the shops they are not handicapped by the lack of skilled workmen. skilled workmen.

## THE ADVISORY BOARD

Of the Western Traffic Association Again . in Session,

Special to the Gazette Special to the Gazette.

New York, July 14.—The advisory beard of the Western railroad traffic association met to-day and many Western roads were represented. There were present also Aldae a Walker, president of the board of commissioners of the Western traffic association and Commissioner Widgeley of the same board. Gould arrived a quarter of an hour before the meeting was called. He said: "Lam satisfied that the outlook west of the Mississippi river could not poswest of the Mississippi river could not pos-sibly be better. Wheat has been threshed i out and is now moving rapidly eastward. The ratiroads have plenty of business, and the net earnings are bound to be improved Since the organization of the Western traffic association the roads have been ac cumulating net earnings and making economies, which placed them in good position. This meeting may last over tendars. I hope to see the joint agency plan adopted. The rallessals are greatly benefited by the asso-

President Cable of the Rock Island hearpresident Cible of the Rock Island hear-ing a ramor that Gould would ask for the reinstatement of Leeds, because others were guilty of the same practices, says be would like to see Gould prefer charges against anybody cutting rates. The asso-ciation would make short work of them, just as they did Leeds. Cable says the association has done the reads great good. Rates are well maintained, and the diffi-culty with the Alton will not eisrupt the association. The roads will soon have a very large tonnage. It will be a question of rails if they do not pay. The rates on an average are a small per cent higher than

last year. By Associated Press. New Your, July 14 - The advisory board of the Western traffic association met at the Windsor hotel at 11 o'clock to-day. The the Windsor hotel at 11 o'clock to-day. The following roads were represented:
Southern Pacific, R. S. Tuft; Missouri Pacific, Jay Gould; Great Northern, J. K. Todd; Udon Pacific, Staney Dillon; Chicago and Northwestern, Marvin Hughitt; Chicago, Milwaukee and St. Paul, Roswell Miller; Chicago, Burlington and Quincy, C. E. Perkins; Atchison, Topeka and Santa Fe, Allen Manvel; Chicago, Rock Island and Pacific, R. R. Cable; Illinois Central, Stavessant Fish; Iowa Central, Russell Sage, Denver and Rio Grande Western, George Castile; Wabash, O. Dashley, Jay Gould speaking of the guthing said

Jay Gould spenking of the gathing said that his opinion was that the railroad merthere was a bare possibility that the busi ness might be finished to-morrow. The first matter for discussion and con-ideration. Gould thought, would be the abolishment of individual agencies for the establishment of joint agencies. The record of all the coads represented was good, owing to the economic methods

The board took a recess for one hour at a clock. It was officially stated that the

subject of joint agencies had been discussed at considerable length and it was finally decided to postpone action in the premises until the October meeting.

The board directed the commissioners to confer with all the reads, both in and out out to the association and endeavor to get them. t the association, and endeavor to get them

to arree upon a reduction of mileage on re-frigerator cars. It was the general sense of the meeting that such mileage should be Appeal of the Missouri Pacific from the ger of the commissioners directing a direction of the salt business from Hutchison

## DROP TESTING MACHINE.

Kan., was considered and the commission

ers were directed to rehear the case,

#### The Device in Use by the Pennsylvania Railroad Company.

This machine was designed by Mr. Theore N. Elly, general superintendent of otive power of the Pennsylvania railroad and is used on that system in receiving wheels, and is being rapidly adopted by railroad companies throughbut the country as a standard test in receiving car wheels from manufacturers, says the Age of Steel. The specifications of the drop test are in substance as follows: For each fifty wheels which have been shipped or are ready to hip, one wheel shall be taken at random by the railroad company's inspector—either at ie railroad company's shops or at the car wheel manufacturers, as the case may be-and subjected to the following test: The

wheel shall be placed flange downward on an anvil block weighing 1700 pounds, set on rubble misonry two feet deep and having three supports not more five inches wide for the wheel to rest upon. It shall be struck centrally on the hub by a weight of 140 pounds, falling from a height of twelve feet. Should the wheel break in two or more pieces after eight blows, or less, the more pieces after eight blows, or less, the fifty wasels represented by it will be rejected; if, however, the wheel stands eight blows without breaking in two or more pieces the fifty whoels will be accepted. The wheel for test to be furnished by the manufacturer in addition to the fifty wheels ordered. The body of the wheels with the month of the first wheels with the month of the first wheels. must be smooth and free from slag or blow holes; the tread and throat of wheel must be smooth and free from deep and irregular wrinkles, sand wash, siag and chill cracks, and throat must be practically free from sweat. The wheels tested and broken must

sweat. The wheels tested and broken must show a soft clean gray from free from defects, such as holes containing slar or dirt more than one-quarter inch in diameter or clusters of such holes. The depth of clear white from must not exceed seven-eighths inch at throat or one inch at middle of tread, not be less than one-quarter inch at throat or three-eighths inch at middle of tread. The blending of the white from and the gray from behind it must be without any clear line of demarkation.

It will be seen from the above specifications, the wheels tested must be placed on the projections on the arvil block with the bracket side of the wheel down, and resist the shock of a 140-pound drop falling twelve fect in the clear from the bettom of the the shock of a 140-pound drop inling twerve feet in the clear from the bettem of the drop to the hub of the wheel eight times, and for every order of fifty wheels, fifty-one wheels must be shipped, where the test is to be made at the railroad company's shops, leaving fifty for the order after one wheel has been selected for test. Should the wheel stand the test and be received; the wheels selected for the test are held subject to the order of the manufacturer.

Master mechanics generally say this is

wheels selected for the test are held subject to the order of the manufacturer.

Master mechanics generally say this is the fairest and most reliable test for car wheels that they have yet seen. The old system of testing bars for transverse breaking strain, that is, placing an inch or two-inch square bar of iron, twelve or twenty-four inches long, on two points of bearing, and putting a steady pressure on the center of the bar to obtain how many pounds pressure it will take to break it, is rot a test for car wheels. This transverse breaking strain is very essential in cast-iron structural castings, such as lintles, etc., but car wheels are never subjected to a steady strain on the transverse breaking order. In service all the strain that comes on car wheels is in the nature of a shock, and this is just exactly what this drop testing mais just exactly what this drop testing ma-chine is intended to demonstrate, that is, if they will resist the shock that care of experiments have shown that car wheels are subjected to in service before they are re-ceived by the railroads. It has been proved in actual practice that iron cast into a bar, and showing an excessively high transverse breaking strain, will not begin to resist the requirements of this drop when east into a

car wheel.

This was very clearly demonstrated on the Texas. St. Louis and Arkansas railway (Cotton Belt route). This railroad has put up two of these machines, one at each of their shops at Pine Bluff. Ark., and Tyler, Tex. They have been using at their Tyler shops for the Texas ends of their roads car whoels from a concern using an iron that showed astonishingly high figures for transverse breaking strain, and the iron his frequently been speken of as possessing extraordinary strength and marvelous chilltracelinary strength and marvelous chill-ing properties, and said to be the very thing for car wheels without the admixture of any other kind of iron. The wheels were, for car wheels without the admixture of any other kind of from. The wheels were, houring from general appearance, an apparently good wheel, but after the drop test was erected at Tyler, and wheels made wholly of this from submitted for test, they utterly failed to stand over one-half what was required by the specifications, and the wheels were rejected. The Marshall car wheel and foundry company's wheels were then introduced on the Texas end of this road, and in a number of tests none of them have failed. Mr. W. B. Doddridge, general manager, and Mr. R. M. Galbraith, master mechanic at Tyler, state the Marshall wheels stands between thirty and forty blows of the drop, that is, five times what is required by the test specifications, and speak of them as a first-class wheel. General Manager John A. Grant and Superintendent of the motive power M. W. Elliott, say they are as good as and cast from car wheel made in the United States, and that they seem to tear apart rather than break under the Pennsylvania drop test. The Marshall car wheel and foundry company is under the management of Robott E. Masters, well-known as an expert on t E. Masters, W. mixtures of iron and general foundry pratice, and shows the advisability of having a practical man to manage a manufacturing

The Cotton Belt route is the first railroad in the South to put in this drop testing ma-chine, through their general master me chanic, Mr. E. S. Marshall, but they will shortly be followed by other roads, as the machine is inexpensive and simple in conmachine is inexpensive and simple in con-struction, and railroad comparies re-ceiving car wheels under the drop test specifications are sure of obtaining a strong, touch wheel, and an almost certain guarantee against breakinge in service, as car wheels made of inferior irons will not stand the test, and the manufacturer, to avoid having his wheels rejected and freight to pay on the shipment both ways, is forced to use first-class material, even if he was not inclined

passides the roses mentioned the chiency. Pacific Louisville and Nashville, Chicago, Burlington and Quincy, Texas and Pacific and several other roads are now using drop test machines. The Missourt Pacific, St. Louis, Iron Mountain and Southern, international and Great Northern and a number of leading lines intend putting them in.

## AS TO TRAFFIC.

#### Why Texas Railroad Projects are Favora bly Regarded by Investors.

Many people seem to have an idea that crops constitute almost the cutire freigh traffic of roads, but this is a mistake. The movement of grain is only one factor, albeit an important one in making up the tomage. It is true that earnings are largely influenced by crops, but its effect upon the fluerced by crops, but its effect upon the roads depends largely upon the location of the lines. Given a line that passes through prairie, timber and mineral regions, you have one whose traffic does not depend solely upon Granger products. Such a line is the proposed Rod River. Sabine and Western, and the from Mountain. These lines have timber iron, lead, zinc and agricultural products, honce a failure of crops, while affecting the revenue, does not impair it. This is true in a great measure of the This is true in a great measure of the for: Worth and Rio Grande, except that ivestock and fruits take the place of lum hivestock and fruits take the place of lumber, lend and and zine. Again, reads like those in Kansas depend almost entirely upon the crop products, and a fadiure in crops shows up disa trously in the earnings reports, yet these lines are able to offset this by through tonnage, which is not accessible to the Texas lines. There are no roads in Texas that are seriously discommoded by a failure of crops. The traffic producing products of the state are so many and so diversified that a failure are so many and so diversified that a failure are so many and so diversified that a fallur of crops does not necessarily mean a deficit though, of course, it has its effect of the volume of the revenue. It is for this reason that Texas railroad projects are so favorably regarded by investors, a failure of crops does not imply a failure to pay interest, or even dividends.

## Tail Lights.

W. A. Tuley, traveling passenger agent of the Santa Fe, is in the city. W. A. Ross, auditor of the Denver, returned from his vacation yesterday. H. C. Archer, traveling passenger agen

of the Ohio and Mississippi, was in the cit, yesterday. The Santa Fe will make a rate of one fare for the round trip for the G. A. R. encamp-ment at Detroit.

J. W. Hall, foreman of machinery of the Cotton Belt route, with headquarters at Commerce, is in the city. C. B. Dewees, claim agent of the Fort Worth and Denver, leaves this morning on his vacation tour, during which time he will visit St. Louis, Chleago. Cincinnati and other Eastern points of interest. He will not stop in indiana.

#### Awaiting Orders.

neoial to the Gazette. SHERMAN GRATSON COUNTY, TEX., July 14.—The surveying corps of the Kansas and Arkansas Valley (Missouri Pacific) from Fort Gibson reached the city to-day. The survey calls for Sherman, and Chief Engineer Collins is in camp awaiting orders, expecting to be sent back to the Territory.

The Same Old Chestnut.

Special to the Gazette. CHICAGO, ILL., July 14.—Manager Chap-pell says: "The Alton does not intend to cut the rates anywhere on account of its expulsion from the Western passenger as-sociation, but will only insist that its com-petitors maintain the tariff."

#### Got the Southern Pacific.

Got the Southern Pacific.

Los Angenes, Car., July 14.—It is stated on good authority that the Huntington and Searies interests in the Southern Pacific railway have been acquired by the Standard oil company, and on September 1 Rockafelier will assume the office of president, and Payne, Brice, Thomas and others go into the directory. Rockafeller is quoted as saying ne will not be content with anything short of a through line from the Atlantic to rt of a through line from the Atlantic to the Pacific.

THE REPORT DENIED. Special to the Gazette.

New York, July 14.—The report tele-graphed from Los Angeles, Cal., that the Huntington and Searles controlling interest in the Southern Pacific railroad had been acquired by the Standard off company and others associated with its members, is pronounced absurd by the gentlemen referred

### THE GAZETTE TOLD YOU SO.

The Harvest Excursion Question Bobs Up

Serenely Again. Sr. Louis, Mo., July 14.—The agreement of the Central traffic association lines to make no reduced rates on account of harmake no reduced rates on necount of har-vest or home-seckers' ex arisions is in dan-ger of being smashed by the same influence that worked its ruin last year. It trans-pires that the Lake Eric and Western, the Ohio and Mississippi, the Chesapeake and Ohio, and other reads from Chechmati and Ohio, and other roads from Chacimati and Indianapolls have decided to adopt these excursion rates to Western points by way of St. Louis. The Pennsylvania and Big Four will apparently be forced to meet this competition by the way of Peoria and St. Louis, and the Monon will no doubt find it necessary to protect itself by making the same rates by way of Chicago. It is thought by some the movement will spread until it involves the entire territory in the Central traffic association. trafile association

#### SUMMER DAYS ON THE GREAT LAKES.

One Fare for the Round Trip to Detroit, Mich., and Return via the Cutton Best Route.

Tickers will be sold July 30th to August 3d and will be good for return until Septem-ber 30th, 1891. Stand will be good for return until September 30th, 1891.

This makes a cheap trip for those attending the national G. A. R. encamment and offers a spleudid opportunity for all to, visit the shots of our great lakes, as Detroit is the center port of the magnificent steamer; which plow the bosom of our vast inland seas. For further information apply City ticket office, 401 Main street.

G. W. Bernhart, Ticket Agent, Ft. Worth, Texas.

W. H. Windield,

W. H. WINTIELD. General Passenger Agent

## CROSSING THE RIVER.

The Families of Intruders Being Dumped into Texas.

A DEALER IN WET GOODS.

The Story that Black Tiger Had Surren dered to the Officers Denied He Runs into Them Unawares, but Shows Fight and Escapes.

## Dealer in Wet Goods.

Special to the Gazette ARDMORE, I. T., July 14. - Robert Keer a whicky peddler, was arrested yesterday by Deputy United States Marshal Lindsey with seven quart and six pint flashs of "wet goods" in his possession. He was given a hearing before a United States commissioner for introducing and selling liquor in the Territory, and sent over the road to

#### Uncle Sam will Look After 'Fm. Special to the Gazette

ARDMORE, I. T., July 14.—The district court of the United States for the Eastern district of Texas, at Paris, has ruled that Indians who have taken the oath of allegiance to the United States in compliance with an act of congress passed in March, 1890, are entitled to be tried in the United States courts, and that other Indians who steal from them are amenable to the laws of the court. This ruling is an important one, in which a great deal of interest has been taken. Under the ruling Albert Burns a half-blood Chickasaw Indian, held by the court for stealing a horse from Oscar Cot-ton, a Cheetaw Indian, was yesterday com-mitted to Paris jail. to be held for trial at the September term of court.

#### Black Tiger Still at Large. Special to the Gazette.

PARIS, LAMAR COUNTY, TEX., July 14 .-Some time ago it was reported in Tur Ga-zerre and other papers that the notorious Cochalustee, or Black Tirer, the Creek Indian desperado, had surrendered to the offi-cers at Fort Smith. It was thought here by the officers that the story was a "fake," and the reports received yesterday prove

them correct.
Deputy Sam Williams came in from the Seminole country, and reports that on Wednesday Deputies McCall, Dickerso, and Weaver fought Black Tieer at Robert Burner's, in the Seminole Nation, about ten miles from Sasokka. They had heard that he was in that section and were scouling for him. Tiger also had heard that they were in there and had a scout out for them. This scout they captured, and he agreed in return for his liberty, to carry them into the Tiger's lair. Before starting they went up to a house from which they had oorrowed some cooking utensils; meanwhile Tiger had grown alarmed at the long above of his yout and savind out to mean sence of his scout, and started out to recon some of his scoul and safe and to recon-notice for him. The first place he went to was the house from which the deputies had borrowed the things, and when they rede up unexpectedly, there they found Tiger also. With him were Pointuskee and Big Head George. They were all in the house when the marshuis rode up, and discovered the situation before the officers did. The house was closely surrounded by thickets and it was easy to make a rush for a cove in the bruse. Some fifteen or twenty shots were fired, but the whole gang got away. Tiger's horse and their whisky-peddling. with a large amount of whisky were outilt, with a large amount of whisky were captured. It is thought, from information received since the fight, that Figer was wounded in the leg.

## Flecting Goes Steadily On

DOCOMERTY, I. T. July 14.—Several days ago a mass-meeting was held at Ardmore I. T., by the non-citizens of that place to determine what should be done regarding the putting out of intruders by the soldiers who are working the country west of Ard-more some thirty miles. They appointed a committee of several of the most prominent men of Ardmore to go out and meet the militia and soldiers, and see what steps would be necessary to have the soldiers about their ourcess of electing the intraold be necessary to have the soldiers is, but when the body met the militia d soldiers, two of the committee were mediately arrested for not having per-

MOTOR CAR IN BUILD



ime Flies-So does dirt, wherever found, when Pearline is used. Nothing else stark it so easily or so quickly. It washes all things withoutherm—itg veslong life to everything that is washed with it. Use Pearline in the laundry, the kitchen, and everywhere in the house. With it there is little done.

Beware of imitations which are being peddied from door to door birst quality goods do not require such desperate methods is manufactured only in tured only by

house, but upon the pleading of the rest of the committee they were released and told to go home, which they immediately did, very much crestfallen at having accom-plished nothing for their pains. Ardmorelis very much stiered up over the ejectment question, and Judge Carter has inspected a veral hundred permits, to decide the difference between those that are genuine and those that are fraudulent. has hispected's veral hundred permits, to decide the difference between those that are genuine and those that are frandulent, as the non-ettizens who hold frandulent permits are ejected just the same as though they had no permits. Intruders who know they have viciated the law are saving a good deal of trouble to the soldiers by pulling up and leaving before the soldiers arrive. There were sixty-four families seen in one bunch, heading for Texas, two days ahead of the soldiers. The militia have arrested some thirty ellizens, and the soldiers have now about one him fred and twenty families of intruders, who will be dumped on Texas soil. It will take about three mouths more of hard work to cover the Chickasaw nation and remove all intruders. Permit Colles or McLane has received his orders from Governor Byrd, who is now in Washington, and has discontinued the issuing of permits, exercised for their not obtaining permits wille they had the chance.

stage line to Planyiers, the county seat of Hale, the best charty on the county seat of Plainview, Hale County, Tex. YESTERDAY'S ELECTION.

It Passes Off Very Quietly, and Awakes But Little Interest.

The election vesterday for aldermen to represent the First, Eighth and Ninth wards passed off very quietly, nothing happening to mar the serenity of the occasion. A small Democratic vote was polled, but enough to give the nominees of the party large majorities over their opponents. In the Eighth ward no opposition was had, but Henry Swartz and E. P. Lingenfelter represented the Independent element in the First and Ninth, respectively. Lingenfelter's candillacy was kept quiet, and his tickot printed secretly. Notwithst ading these rather underhand proceedings, and the small vote polled by the Democrats in consequence. Early's vote more than doubled Lingen elter's. Following is the vote.

In the Eighth ward R. H. Orr and S. O. Mody, having no opposition, received the Democratic votes of the ward and were

One Fare Rate to Chicago and Return. The Cotton Belt route will sell tickets to Chicago on July 15, 16 and 17, at the rice of one fare for the round-tries of the test good thirty days for rottoms Tissengers have choice of routes in Menphis, St. Louis or Cairo, is a light information call at ticket G. W. BARNHART, General Agent, Fort Worth, Tex.

OFFICERS INSTALLED.

## The Odd Fellows Put Their New Leaders in the Harness.

Last evening District Deputy Grand Mas-ter W. H. Black installed the officers of Union lodge, No. 318, Independent Order of Odd Fellows, as follows: Past grand—David Smith, Noble grand—Javid Smith, Vice grand—J. S. Butcher, Secretary—N. Wilson. Treasurer—T. S. Bennet. Right supporter noble grand—J. Cauker. Left supporter noble grand—W. E. Jones. Warden—Thomas Bush. Conductor—C. W. Powell.

Right scene supporter——Biedsoe, Left scene supporter—A. G. Johnson, Inside guardian—E. Hill. Outside guardian—J. Robinson. Right supporter vice-grand-J. S. Ca Left supporter vice grand-J. Allen.

Half Rate to Chicago. On July 15, 18 and 17 the Texpessor Pacific railway will sell tacker Fort Worth to Chicago and rate of at one fare for the round trip. This is the quickest route careago.

JAKE F. ZUKN. The Fall of the Bastile.

Special to the Gazette. SAN ANTONIO, TEX., Jul. 14.-There was

a double celebration of the fail of the Bas-tile to-day. The society of French work-ingmen, with the Italian and Mexican societies, had a procession and picule at San Pedro park. The Circle Francais had a ban-quet and ball to-night. NO COST TO YOU.

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Henderson Confederate Veterans. Special to the Gazette.

Special to the transitie.

ATHENS, TEX., July 14—The Henderson county association of Confiderate veterans held its annual regulator here to-day. Fully 2000 people were present. The specches were very fine, and were interspersed with recitations by the ladies. A bounted is and excellent dinner was spread, enough for all and to spare. There was no confusion and nothing occurred to mar the harmony of the occasion.

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# SUNDAY : AND : WEEKLY : GAZETTE. DOLLAROCRA

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